

Montana and the Sky

MDT- Department of Transportation

Aeronautics Division

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October 1998

Club Podvig Visits

The cadets from Club Podvig a boy scouts group (ages 10-17) from Magadan Russia toured the western United States. Loren Smith and Jane Mart of Great Falls hosted Club Podvig at the KOA Campground.

Club Podvig cadets are very interested and involved with aviation in Russia. Most of the cadets have already made their first parachute jump.

On September 10, Club Podvig came to Helena for an aviation day; the cadets flew on an orientation flight with Jeanne Lesnik and Jim Greil. They were also treated to a tour of the new Army National Guard Flight Operations at the Helena Airport with Captain Tom Malee.

On September 15 the cadets invited the Montana Aeronautics staff and Lt. Governor Judy Martz for a special Russian dinner and an evening of entertainment produced by the cadets.



Pictured clockwise: Boy scouts from the Club Podvig of Magadan Russia fly as part of the Young Eagles Aviation Education Program with pilots Jeanne Lesnik and Jim Greil. Lieutenant Governor Judy Martz greets cadets before enjoying a delicious Russian dinner of cabbage rolls, borsch and pork chops. Cadets perform their own rendition of Swan Lake



Administrator's Column

Board Recommends Federal Aircraft Meet Safety Standards:

The Aircraft Management Policy Advisory Board (AMPAB), at the request of the General Services Administration, conducted a study of federal, non military aircraft operators and have recommended that the Federal Aviation Administration (FAA) provide oversight and enforcement of federal civilian aircraft operations and that these federal aircraft operators should meet a mandatory minimum safety standard. The AMPAB said that the Office of Management and Budget (OMB) should draft and send to Congress the necessary statutory language to provide FAA with the necessary authority to conduct such oversight and enforcement. The AMPAB found that even though the federal agencies have set standards that are generally less stringent than requirements imposed by the FAA on civil aviation, most of these lesser standards are not being met. The AMPAB also addressed the use of surplus military aircraft used by federal, state, county and local governments. The report states that when these aircraft were operated and maintained by the military, they had established excellent safety records, however many have now been modified without adequate documentation and that it will be difficult and costly to certify them under the FAR's. Implementation of a mandatory minimum safety standard will require some acceptable form of certification and airworthiness for these aircraft. The AMPAB recommends that the FAA, in consultation with the Committee for Aviation Policy (ICAP), Department of Defense (DOD) and the original equipment manufacturers develop a "former military" category certification process for those aircraft that cannot be reasonably certificated under the FAR's. One approach would be to maintain such certification by maintaining them in accordance with approved military practices, including compliance with manufacturers safety bulletins. It is recognized that some surplus aircraft may not be able to meet these standards and for safety reasons should not be flying. The AMPAB acknowledged that its work did not include a detailed examination for public aircraft use at the state, county and local levels, it stated that "the principles enunciated in this report are relevant for all public aircraft regardless of their ownership. The Board urges non-federal entities to work for their acceptance and adoption."

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No Decision on Ticket Program:

There is still no word from the FAA on if anything has been decided about the controversial "ticket program". Although "high level" FAA officials recently met with FAA Administrator Jane Garvey there has been no announcement on whether or not a decision was made. The program, dubbed as the "ticket program" has drawn almost unanimous opposition from all segments of the aviation industry and will, if adopted, allow FAA inspectors to issue administrative actions on the spot without the benefit of appeal.

Emergency Revocation Amendment Killed:

The amendment to the FAA reauthorization introduced by Senator Jim Inhofe of Oklahoma which would have altered the appeal process for emergency certificate revocations was rejected in a Senate vote of 51-46. Montana Senators split on this very important aviation issue: Senator Burns voting for and Senator Baucus voting against. The legislation dubbed as the "Hoover Bill" would have established an expedited appeal process for emergency revocations through the National Transportation Safety Board (NTSB). Inhofe argued that the current process has allowed too "many cases where the individuals have been abused" and said his bill is a compromise because it "makes it very clear if there is a hazard out there, if there is any risk to anyone's safety, the flying public or the pilot himself, the pilot is not going to be able to fly. It is as simple as that." Senator McCain of Arizona who is Senate Commerce Committee Chairman, objected to the amendment, saying it goes too far, but added "I intend to work with Inhofe on the provision. Noting that the reauthorization bill still must go to conference, he said Inhofe has a legitimate concern here and the closeness of the vote indicated that. I will work with him on this." The outcome of the vote was extremely disappointing to the aviation industry who lobbied for its passage and believed that the amendment offered common sense reform and much needed due process into the FAA's revocation authority.

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Pictured above is Crystal Dorne's 1st Place Entry in Category II of the 1998 Montana Aviation Awareness Art Contest. Crystal is a student at Salmon Prairie School in Swan Lake.



Montana and the Sky
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WAI Scholarship Opportunities

Women in Aviation International (WAI) announces outstanding industry support for its 1999 Scholarship Program with committed funds to date of \$203,150. The purpose of the program is to provide financial assistance to high school, college or university students as well as other individuals pursuing an aviation career. Individual scholarships range from \$500 to \$50,000. The scholarship awards will be presented at the 10th Annual International Women in Aviation Conference in Orlando, FL on March 20, 1999.

Fifteen organizations and companies are sponsoring the general, flight and maintenance scholarships. General scholarships include an Airbus Leadership Grant of \$1000, The Amelia Earhart Society Career Enhancement Scholarship of \$500, The Boeing Company Career Enhancement Scholarship of \$1000, the Colleen Barrett Aviation Management Scholarship of \$750, two *Flight Training Magazine* Scholarships valued at \$1000 each and three WAI Achievement Awards of \$500 each.

Flight scholarships include two Airbus A320 Type Rating Certification Scholarships val-

ued at \$30000 each, two American Airlines B-727 Flight Training Awards valued at \$18000 each, a Cessna Aircraft Company Private Pilot Scholarship of \$3700, two Jeppesen Sanderson Company Private Pilot Scholarships for \$1000 each, a Northwest Airlines Type Rating Award of up to \$50000, a SimuFlite Citation II Corporate Aircraft Training Scholarship valued at \$10500 and two United Airlines Type Rating Scholarships of \$10000 each.

Scholarships in the maintenance category include an Aircraft Electronics Association Aviation Maintenance Scholarship for \$1000, an ATP Maintenance Technician of the Year Award of \$1000, a Bombardier Challenger Initial Maintenance Scholarship valued at \$8400 and a SimuFlite Maintenance Scholarship for \$3800.

The scholarship application deadline is December 10, 1998. For additional information or to request an application, contact Women in Aviation International headquarters at 3647 S.R. 503 South, West Alexandria, OH 45381 or call (937)839-4647.

AOPA's Free "Seminar-In-A-Box"

Does your flying club or pilot group want to reinforce its emphasis on safety and conduct a professional group meeting? The AOPA Air Safety Foundation may have your answer in its "Seminar-In-A-Box" program.

ASF's Seminar-in-a-Box provides the materials and guidance to hold one of ASF's top-notch safety programs for your pilot group. Every kit contains video and/or slides, guidance for presenters, handouts for participants, a free door prize video to encourage attendance and seminar evaluation forms to gauge success.

An ASF Seminar-in-a-Box is currently free to any bona fide pilot group which will hold a safety meeting or meetings for 50 pilots or more. During this introductory period there is not charge for seminar materials.

Available seminars include:

Trigger Tape I and Trigger Tape II

Six video scenarios in each program present pilots with unfolding in-flight problems depicting a chain of events leading to an accident. Each scenario ends at the final chance to break the accident chain,

triggering discussion by the group on mistakes made and remedial action needed.

Collision Avoidance and Non-Towered Airports – Midair collision scenarios are depicted with slides and video, plus there's an important review on operations at uncontrolled airports.

Airspace Refresher – is a two-part seminar that demystifies the new airspace classification system. After the presentation, a seminar workbook allows each group member to "fly" a cross country flight and apply their knowledge of new airspace requirements.

Never Again – This gripping seminar recreates actual accidents and incidents in an interactive video format. Attendees develop their own risk assessment balance sheet. The reenactments allow pilots to learn from the mistakes of others.

For more information call Air Safety Foundation at (800)638-3101.

Cut Bank Customs Service Resumes

The U.S. Customs Service will resume part-time service at the Cut Bank International Airport.

The airport has been without customs service since it lost its lone customs agent six months ago. The part-time service will be offered until a full-time customs agent can be hired.

Under an agreement between U.S. Senator Max Baucus and the U.S. Customs Service, an agent will commute from the Sweetgrass station to the airport in Cut Bank. Services will be provided

between 9 and 11 a.m., Mondays, Wednesdays and Fridays.

Incoming international aircraft will be required to give two hours notice in advance of arrival in Cut Bank.

Notice can be given by telephone to the Port of Sweetgrass at (406)335-2434, or through the Federal Aviation Administration (FAA) flight notification procedure.

Calendar

November 17 – Fixed-Base Operator and Air Service Access Teleconference, Department of Transportation, Helena.

February 5 - 6, 1999 - Flight Instructor Refresher Clinic, Helena.

February 25 - 27, 1999 - Montana Aviation Conference, Copper King Inn, Butte.

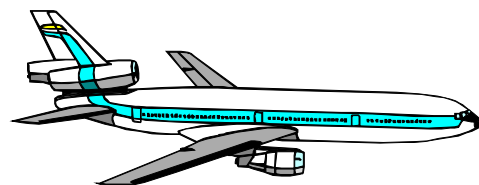
Big Sky Airlines Announces Expansion

Big Sky Airlines, a regional passenger airline with principal place of business in Billings has been selected by the U.S. Department of Transportation to provide Essential Air Service (EAS) operations in the south-central United States. The DOT selection order was docketed on October 8. The selection order provides that Big Sky shall take over EAS operations to eight communities in three states: Texas, Arkansas and Oklahoma. Big Sky is to serve as an emergency replacement carrier for Aspen Mountain Air, which has been providing these services.

The communities to be served in Arkansas are Hot Springs, Mountain Home, Jonesboro, Harrison and El Dorado; in Texas, Brownwood; and in Oklahoma, Enid and Ponca City. Service hubs will be Dallas, TX and St. Louis, MO. Services will be phased in by Big Sky over the next sixty days. Aspen Mountain Air is required by the DOT to continue providing service to the affected communities until Big Sky's services begin.

Big Sky projects that by December 1, 1998, it will be operating a fleet of thirteen Metroliner III Aircraft to twenty-four communities in seven states. Big Sky's employment will increase from 105 to approximately 185 persons. Ten of the new employees to be hired are expected to be stationed in Billings, increasing Big Sky's Montana based personnel to approximately 115 persons. Big Sky hopes to employ displaced personnel from Aspen Mountain Air to fill positions needed for operations in the south-central United States. Under the selection order Big Sky Airlines shall received an annual subsidy of \$6.3 million for the new services through November 1999.

Best of luck to Kim Champney, President, Craig Denney, Executive Vice President and Big Sky Airlines as it begins this new venture.



Antique Aircraft Fly-In

There were enough 1930's and '40's era airplanes in the sky over Three Forks to make aviation enthusiasts drool. For many years the Montana Antique Airplane Association has been gathering at Three Forks Progreba Field for their annual get-together and this years fly-in proved to be the best ever.

The community went all out to make aviators feel welcome and more than 200 aircraft attended the aviation gathering.

Several new events were added this year including flight classes for youth ages 8 thru 17 with participation from the Montana Aeronautics Division and the Ninety Nines, an organization of woman pilots. Sponsoring the flight classes was the Three Forks Flying Club.



Over 30 antique engines dating from 1908 to 1932 were shown by the Roberts Jones family at their residence in Three Forks. All the engines have been collected in Montana and were operated throughout the day.

The volunteer firemen served breakfast and local restaurants provided lunch and dinner along with snacks.

The Chamber of Commerce members manned a hospitality area at the airport. Complimenting the antique airplanes and engines was a display of vintage automobiles.

The aviation gathering is not limited to antiques and a number of modern, experimental, military, homebuilts, and ultra-lights were in Three Forks, many on their way home from the world's largest fly-in in Oshkosh, Wisconsin.



Patty Bass, Frank Bass, a willing volunteer and Wanda Rickman have fun giving away the many door prizes that were donated for the event. At right, folks enjoy some shade and "hangar talk" under the wing of Alan Drain and Steve Kleimer's Cessna 180.



Allen Rickman, President of MAAA, awards Vern Ulrich with the prestigious award of being the oldest pilot attending the event. At right, the crowd watches as many attendees performed "fly-bys" inundating the skies over Three Forks in their vintage aircraft.



Search and Rescue Meeting

The Western International Search and Rescue Advisory Committee or WISARAC annual meeting was held in Banff, Alberta, Canada on September 21 and 22.

WISARAC was founded in 1978 by the states of Montana, Idaho, Oregon and Washington. It was set up to facilitate the exchange of information, techniques and resource lists between the agencies responsible for air search and rescue. WISARAC was then expanded to include Alberta, British Columbia and representatives from the military SAR community.

Represented at this years WISARAC were Montana Aeronautics, Civil Air Patrol, the Thirteenth Coast Guard District, NAS Whidby Island, Canadian Coast Guard Rescue Coordination Centre, Langley Air Force Rescue Coordination Center, Disaster Services Branch Alberta Transportation & Utilities and Civil Air Rescue Emergency Services.



Donna Sartain, CAP Montana Wing Administrator; Lyle Sartain, MT Aeronautics District Coordinator; Jeanne Lesnik, MT Aeronautics Bureau Chief Safety & Education; Joe Kilminster, CAP MT Wing Operations; Captain Bill Peterson, Chief, Coast Guard Search and Rescue; Lt Reed Bernhard, SAR Officer Whidby Island; Harold Blalock, Msgt. Retired USAF; Lt Col Peter Graf, AFRCC and Jerry Mulder, Director, CARES.

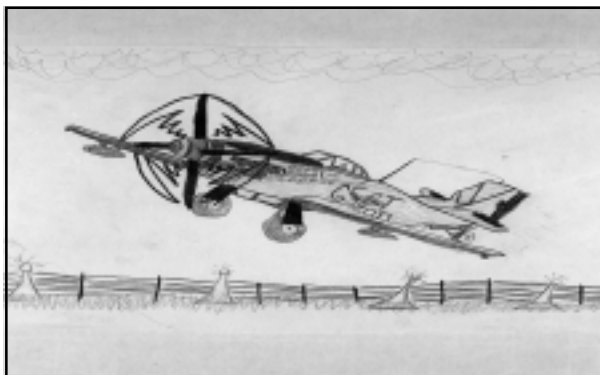
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ELT Found in Bozeman Dump

On September 30th at 0410 MDT, Clayton Wilhelm on duty SAR person from Montana Aeronautics received a call from the AFRCC concerning an ELT which plotted out east of Belgrade, MT. The ELT on later satellite passes went negative and the incident was closed.

At 10:20 MDT, Jeanne Lesnik, Montana Aeronautics was called by AFRCC about an ELT at 45.45°7" North, 111.00°7" West. The ELT was again plotting out east of Belgrade. Jeanne Lesnik called the FBOs at Gallatin Field and airstrips in the Gallatin Valley. Linda Marshall SAR Coordinator for District # 11, took direction finding equipment out to track the ELT signal.

Mike Kreikemeier was one of the local airstrip owners called. Mike flew his aircraft and homed in on the ELT signal and reported the signal strongest at the city dump and Wal-Mart of Bozeman. Bud Hall and Leonard Heydon flew with direction finding equipment and worked with Mike Kreikemeier who at this time was on the ground homing to the ELT signal and communicating to Bud Hall. The team worked along with the sanitation engineer at the Bozeman dump who had a backhoe and unearthed the ELT along with aircraft parts.



Pictured above is Colt Ferguson's 1st Place Entry in Category I of the 1998 Montana Aviation Awareness Art Contest. Colt is a student at Nashua Elementary.



Peter Dalton, Chief of Ship Radio Inspection, Canadian Coast Guard demonstrates the 406 MHz Emergency Position Indicating Radio Beacon (EPIRBs) testing equipment which consists of a testing valued at \$1600 CND and made with a nickel copper alloy cloth. The test receiver costs \$6000 CND and determines if the 406 code is transmitting.

Truths in Aviation

It's better to be down here wishing you were up there, than to be up there wishing you were down here.

An airplane will probably fly a little bit over gross, but it won't fly without fuel.

Speed is life; altitude is life insurance.

Never let an airplane take you somewhere your brain didn't get to five minutes earlier.

Too many pilots are found in the wreckage with their hands around a microphone. Don't drop the aircraft in order to fly the microphone.

An airplane flies because of a principle discovered by Bernoulli, not Marconi.

Fly it until the last piece stops moving.

No one has ever collided with the sky.

Any attempt to stretch fuel is guaranteed to increase headwinds.

A thunderstorm is nature's way of saying "Up yours."

Keep looking around, there's always something you missed.

Remember, you're always a student in an airplane.

Big Sky Airlines Celebrates 20 Years!



Big Sky Airlines of Billings celebrated 20 years of business last month. Big Sky provides essential air service to seven Montana communities. In addition, Big Sky serves five other Montana cities and offers direct service linking Billings and Great Falls with Spokane, WA.

Last year, Big Sky completed a major modernization and expansion of its aircraft fleet and conversion to FAR part 121 operating regulations. Big Sky operates a fleet of Metro III aircraft.

The Governor's Essential Air Service Task Force and the Board of Directors of Big Sky Airlines conducted separate business meetings and the two groups joined together for an informal luncheon meeting prior to the evening celebration.

Governor Marc Racicot was in attendance to give the keynote address at the banquet. Also represented were Montana's three congressional offices each offering congratulations to Big Sky Airlines for a job well done and successful 20 years of conducting business in Montana.



Delight Michelle Scheck, Miss Montana 1999 of Billings and Roosevelt County Commissioner Lee Matejovsky of Wolf Point enjoy the festivities.



John Rabenberg, Chairman of the Governor's Essential Air Service Task Force and Sharon Peterson of Senator Max Baucus' office have seen many tribulations and successes since airline deregulation. Montana is very fortunate to have such avid essential air service support from its congressional offices.



Mountain Search Pilot Clinic

Mountain Flying Safety Rule quoted from Sparky Imeson's new Mountain Flying Bible and Flight Operations Handbook, "Never maneuver the airplane into a position where it has the opportunity to crash," which translates into basic premise #1 "Always remain in a position where you can turn to lowering terrain" and Sparky's premise #2 "do not fly beyond the point of no return."

This year was Montana Aeronautics 20th Annual Mountain Search Pilot Clinic. Thank you to the quality instructors that instruct at the clinic and make this a first rate program.

The 1998 Mountain flying search flight instructors: Fred Hasskamp, Wayne Turner, Bill Werner, Stan Read, Sparky Imeson and Jeanne Lesnik.

Emergency Locator Transmitter Instructors: Will Mavis, Hugh Wilkins and Lyle Sartain

Survival Instructors: Chuck Thout and Mark Reis

Other presentations included: Jim Cooney, FAA with the FAA Wings Program, Lt. Col. Peter Graf presented The Air Force Rescue Coordination Center and the SARSAT System, Sparky Imeson with Mountain Flying, Jeanne Lesnik with the Observer Program and Chuck Thout with Surviving the off field landing.

A big thank you to all of you who each year devote your time to the Mountain Search Pilot Clinic. Kudos to Patty Kautz and Clayton and Donna Wilhelm who put in many long hours to make the MSPC happen.



1998 Mountain Search Pilot Clinic Participants: Lori Smith, Bob Davis, Ron Trippet, Lee Davis, Kelly Gebhardt, Jim Garrison, Kristi Schmidt, Perry Brown, Larry Ashcraft, Rowland Adkins, T.J. Reynolds, Jim Steffek, John Patten, Ted Kopp, Greg Lee, Gary Hallenberg, John Seeland, Jeff Wash, Warren Wash, Jim Folston, Dave Falmand, Brad Tomsheck, Dan Todd, T.S. McIntyre, Paul Sebesta, Elaine Yelverton, Darrin Lynch, Joe Lynch, Brad Koch and Steve Yates.

ATTENTION: a coat and hat were left in the National Guard Armory, if any of this year's participants are missing a coat or a hat please call Montana Aeronautics at 444-2506.

Pilots fill the Outlaw Inn in Kalispell for Mountain Search Pilot Clinic ground school.



Sparky Imeson, Mountain Flying Instructor, marks the airport obstructions (gopher holes) at the Meadow Creek Airstrip. Below survival school is conducted on the Flathead River.



Lyle Sartain and Will Mavis demonstrating the direction finding capabilities to John Patten. Below, Joe Lynch and Darrin Lynch return from a good afternoon flight with Sparky Imeson.



Congratulations Clayton!



Clayton Wilhelm of Helena first flew his RV-4 August 11, 1998. It took 11 years to build and couldn't wait for paint. It has a 150 HP Lycoming engine. Clayton says, "it is a sweetheart to fly, first flight gave no surprises.....a real honest airplane!"



HAPPY HALLOWEEN!!!!!!



PO Box 5178
Helena, Montana 59604-5178

Thank You

I would like to take this opportunity to publicly thank all the pilots from the Cut Bank Hangar that helped me out of a real tough situation in the back country. What could have ended up an even worse scenario, does have a silver lining....Maggis is alive and well with much thanks to all of you!! I will leave the story for you to tell. Thank you again.

Lora Beck
Bear Creek Outfitters, Inc.

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